

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-II-1115.

Name: #21017/US 40 OVER LITTLE BEAVER CREEK.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u> Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>	
Comments: _____	

Reviewer, OPS: <u> Anne E. Bruder </u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u> Peter E. Kurtze </u>	Date: <u> 3 April 2001 </u>

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. WA-II-1115

NAME AND SHA NO.: 21017

LOCATION

Road Name and Number: US 40 over Little Beaver Creek

City/Town: Wagners Crossroads ☒ vicinity

County: Washington

Ownership: ☒ State ☐ County ☐ Municipal ☐ Other

Bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is bridge located within designated district?: ☐ yes ☒ no
☐ NR listed district ☐ NR determined eligible district
☐ locally designated ☐ other
Name of District ☐

BRIDGE TYPE

- ☐ Timber Bridge
☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete
- ☐ Stone Arch Bridge
- ☐ Metal Truss Bridge
- ☐ Moveable Bridge
☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf
☐ Vertical Lift ☐ Retractable ☐ Pontoon
- ☐ Metal Girder
☐ Rolled Girder ☐ Rolled Girder Concrete Encased
☐ Plate Girder ☐ Plate Girder Concrete Encased
- ☐ Metal Suspension
- ☐ Metal Arch
- ☐ Metal Cantilever
- ☒ Concrete
☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame
☐ Other Type Name ☐

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DESCRIPTION

Describe the Setting:

Bridge 21017 carries US 40 over Little Beaver Creek in the eastern part of Washington County. US 40 runs in an east-west direction at this location; Little Beaver Creek flows north-south. The bridge is located in a rural area within the Appalachian Plateau physiographic province, which includes the mountainous region of western Maryland. Situated in a largely undeveloped area, several residences stand near both ends of the bridge.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge 21017, a single-span concrete girder bridge, has a clear span length of 23' and an overall bridge length of 29'. Inspection reports indicate that although construction details of the bridge closely match the 1933 standard, additional concrete girders were added to the bridge's superstructure which employs 8 beams to support the concrete deck. The asphalt roadway has a 40' width and carries two lanes of traffic. The original concrete parapets have been removed and steel W-beam guardrails run along the outer edges of the bridge. The substructure consists of striated concrete abutments and wing walls.

Recent inspection reports indicated the need for scour protection for the abutments and wing walls.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to an inspection report dated 1978, the bridge was widened in 1949. The original parapets were removed from the curblin up and replaced with guardrail sometime before 1988.

HISTORY

When Built: 1936

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: Widening

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Was this bridge built as part of an organized bridge building campaign?: Yes

Beginning in 1935, the State Roads Commission outlined plans to construct US 40 westward from Baltimore to Frederick, by extending the existing US 40, which ran eastward from Baltimore towards Philadelphia, in order to create a modern, dual-lane divided highway across Maryland. Following the pattern set by the earlier segment of the new road, the western portion was to be constructed on an entirely new alignment bypassing established towns and railroad crossings. Several new bridges, including 21017, became part of the highway as it extended further west through the mountainous region of the state.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☒ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Erected in 1936, Bridge 21017 formed part of the modern US 40 built in response to increased automobile use on state roads and the growing inadequacy of the original road system improved by the State Road Commission (SRC) to handle larger traffic volumes. The SRC's major building effort during the 1930s, and one of the first on a new alignment designed to bypass towns and railroads slowing traffic movement, construction of the road marked a transition from the improvement of earlier roads and turnpikes characterizing the SRC's operations during the early twentieth century to an organization of highway and transportation planners.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Yes. Construction of US 40 provided entry to previously sparsely populated areas in the western portion of the state and promoted commercial development along its route.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

Bridge 21017 may contribute to a potential historic district encompassing resources related to development along US 40 after its initial construction in the 1930s. Replacement of the parapet and widening in 1949, however, may render this bridge a non-contributing resource to this potential district.

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Is the bridge a significant example of its type?

No, due to the widening in 1949 and the removal of its parapet, this bridge does not stand as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, this bridge does not retain integrity of its character defining elements. Recent reports indicate that the structure was widened in 1949 and the parapet was replaced with a steel W-beam guardrail.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

Yes. Further study may indicate whether a linear historic district encompassing resources associated with the construction of US 40 during the 30s and the surrounding area's subsequent development may exist.

BIBLIOGRAPHY

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LeViness, Charles T.

1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore.

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Maryland State Highway Administration

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P.A.C. Spero and Company and Louis Berger and Associates, Inc.

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State Roads Commission of Maryland

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1958-78 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien

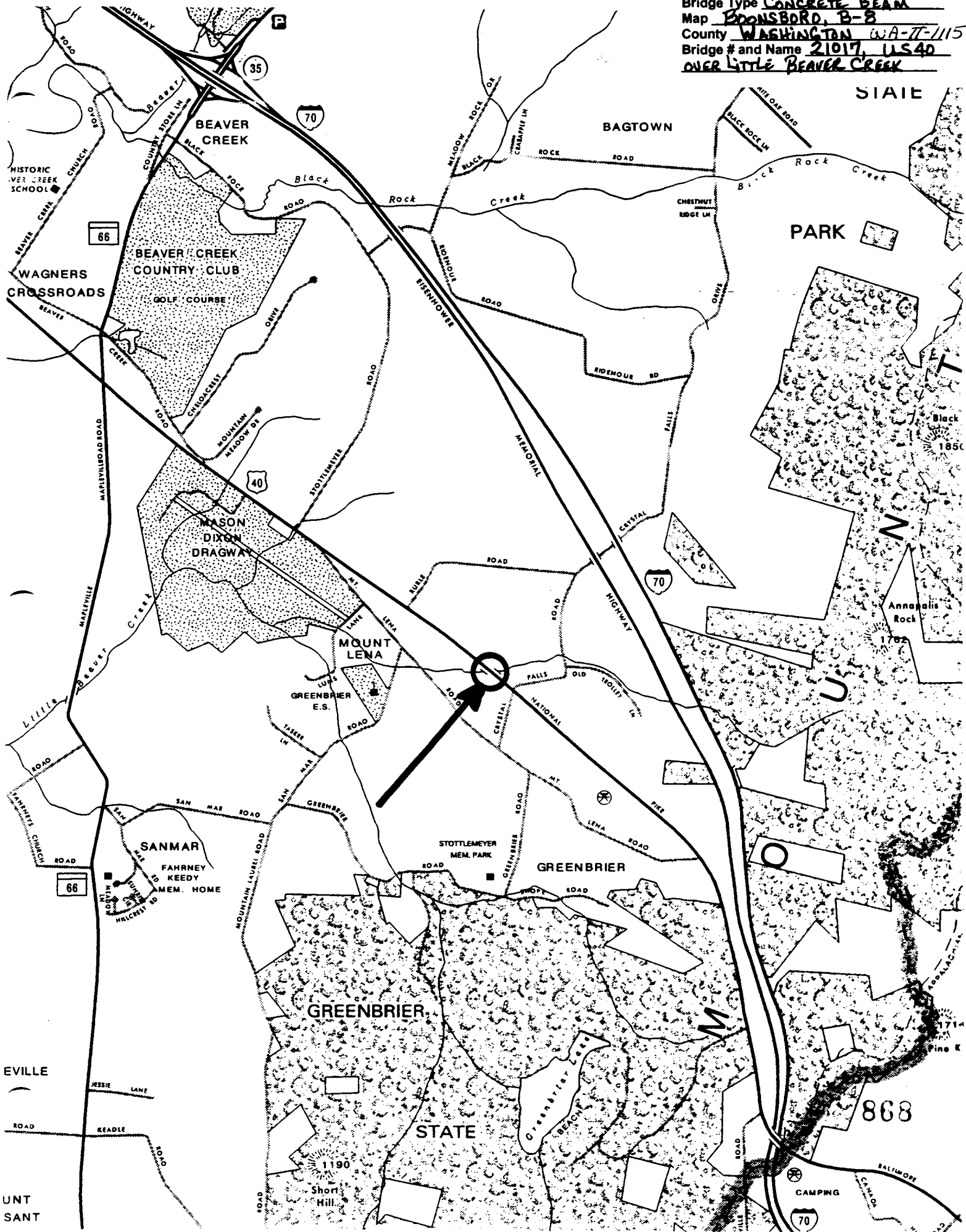
Date: 13 May 1996

Organization: KCI Technologies, Inc.

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Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map BOONSBORO, B-8
County WASHINGTON WA-77-1115
Bridge # and Name 21017, US40
OVER LITTLE BEAVER CREEK





WA-II-1115

OVER LITTLE BLAVER CREEK (B.# 21017)

WASHINGTON CO., MD.

DAVID KING

2/23/95

S.H.A

SOUTHEAST APPROACH

1 OF 4



WA-II-115
OVER LITTLE BEAVER CREEK (C. 21017)

WASHINGTON CO., MD.

DAVID KING

2/23/95

S. H. A.

NORTHWEST APPROACH

2 OF 4



WA-IT-1115
OVER LITTLE BEAVER CREEK (31.21017)
WASHINGTON CO, MD

DAVID KING

2/23/95

S. H. A.

SOUTHWEST ELEVATION (DOWNSTREAM)

3 OF 4



WA-II-1115

OVER LITTLE BEAVER CREEK (A. 21017)

WASHINGTON CO., MD.

DAVID KING

2/23/95

S. H. A.

NORTHEAST ELEVATION (UPSTREAM)

4 OF 4